HIGHLIGHTS 2020



RACING BRAKE PRODUCTS

PADS • DISCS • FLUID

Technical Information



PAGID Racing compounds have a very high content of non-ferrous (ceramic) materials. The difference to competitor's metallic compounds is the superior thermal insulation and higher heat resistance combined with low heat conductivity, reducing heat transfer to the caliper (up to a massive 60 °C) preventing boiling of the fluid.

All PAGID Racing compounds are designed to minimize wear of the pad-rotor system, while maintaining optimum bite, brake modulation and pedal feel. All friction compounds meet or surpass all current ecological standards of the automotive industry.





ENDURANCE RACING BRAKE PADS



RSL 1	RSL 2	RSL 19	RSL 29	RSL D1

The available specifications can be found in the product search on our website: www.pagidracing.com. PAGID Racing RSL compounds are developed to comply with the latest requirements in endurance racing and meet or surpass all current ecological standards of the automotive industry.

BEDDING IN SERVICE

You can also acquire our Racing Brake Pads 'ready to race', perfectly bedded in on our computer system. Further information can also be found on page 8. Please ask your dealer about our 'Bedding In Service'.











Used in GT cars, Touring cars and prototype endurance racing. Due to the high friction and good modulation, often used in sprint races as well.

DESCRIPTION

RSL 1 is a low metallic resin bonded material containing steel and aramid fibers with high heat resistance. It maintains a constant friction level over a wide range of temperatures. Its low wear rate and disc friendliness make this material appropriate for endurance races.



 MEDIUM HIGH FRICTION COEFFICIENT

 IONG PAD AND DISC LIFE

 EXCELLENT FRICTION STABILITY VS. TEMPERATURE





APPLICATION RANGE

GT cars, Touring cars and prototype endurance racing. Due to excellent modulation characteristics often also used in sprint races.

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motorsport

DESCRIPTION

RSL 2 is based on the RSL 1 compound but has been further improved in terms of pad and disc life as well as friction stability vs. temperature. It is a low metallic resin bonded material containing steel and aramid fibers. Furthermore, it maintains a constant friction level over a wide range of temperatures.











Rear axle usage in combination with RSL 1 and RSL 2 on the front axle in heavier cars (GT3/GTE). Front axle usage for lighter GT and Touring cars.

DESCRIPTION

RSL 19 is a low metallic resin bonded material containing steel and aramid fibers. It maintains a constant friction level across a broad range of temperatures. The material features very good modulation and release characteristic.









Very popular in club racing and track days. GT cars, Touring cars and prototype endurance racing. Due to excellent modulation characteristics also often used in sprint races.

DESCRIPTION

RSL 29 features very good modulation and release characteristics. It is a low metallic resin bonded material containing steel and aramid fibers. The friction level of the material maintains constant at a low-medium level. Another advantage is the easy bedding in behavior.





REAR AXLE COMPOUND

DIGRESSIVE INSTOP BEHAVIOUR

GOOD INITIAL BITE

LONG PAD & DISC LIFE

LOW FRICTION LEVEL

GOOD FRICTION STABILITY VS. TEMPERATURE



RSLD1



APPLICATION RANGE

Especially for race cars with high aerodynamic downforce level - with a wide brake balance range.

DESCRIPTION

Specifically developed for rear axle applications. The compounds are compatible, providing benefits in terms of vehicle stability during the turn-in stage and unloading the front axle regarding pad wear.



RALLY, SPRINT AND STOCK CAR RACING BRAKE PADS



RST 1	RST 2	RST 3	RST 4	RST 5	RST D1

The available specifications can be found in the product search on our website: www.pagidracing.com. PAGID Racing RST compounds are developed to comply with the latest requirements for rally, sprint and stock car racing. They meet or surpass all current ecological standards of the automotive industry.

BEDDING IN SERVICE

You can also acquire our Racing Brake Pads 'ready to race', perfectly bedded in on our computer system. Further information can also be found on page 8. Please ask your dealer about our 'Bedding In Service'.

FRICTION vs. TEMPERATURE RST 0,60 _ COEFFICIENT OF FRICTION RST 1 RST 2 RST 3 0.45 RST 4 RST 5 RST D1 0.30 100°C 200°C 300°C 400°C 500°C 600°C 700°C









Rally tarmac, GT cars and Touring cars circuit racing (sprint), high down-force formula cars, NASCAR. Suitable for applications in heavy cars and where high torque is necessary against small diameter rotors.

DESCRIPTION

RST 1 has a very high friction level and high temperature resistance. It is a semi metallic resin bonded material containing steel fibers. Cold friction and initial bite makes this material most appropriate for Rally and NASCAR applications.









Rally tarmac, GT cars and Touring cars circuit racing and NASCAR. Also used as rear pad in combination with RST 1 front. Recommended for GT and Touring car racing on tracks where higher temperatures are an issue.

DESCRIPTION

RST 2 is a semi metallic resin bonded material containing steel fibers. Cold friction and initial bite makes this material most appropriate for Rally and NASCAR applications.







Rally tarmac and gravel, GT cars, Touring cars and prototype circuit racing, formula cars and club racing. Wide range of applications due to its combination of bite, friction and controllability.

DESCRIPTION

RST 3 is a medium-high friction metal-ceramic compound containing steel fibers and is therefore the perfect complement of the RST product family. It captivates by its low heat conductivity.











Formula cars and open wheel racing. Rear axle material for Rally (tarmac and gravel) and for all front engine cars. Also used in NASCAR on long ovals.

DESCRIPTION

RST 4 is a semi metallic resin bonded material containing steel fibers. This material has a medium friction level and high temperature resistance.



 OPTIMUM THERMAL MANAGEMENT
 HIGHLY FLUID FADE RESISTANT
 HIGHLY DEVELOPED RECOVERY PROPERTIES
 EXTREMELY HIGH FRICTION COEFFICIENT





APPLICATION RANGE

Specifically designed and developed for rally racing. Comes in a variety of established pad shapes in rally sports, especially in WRC and Group R.

DESCRIPTION

The optimized thermal management provides ideal performance from low temperatures to extremely high temperature conditions. The generated heat stays in the brake pad and does not move into the brake fluid. With its high initial bite and generally high friction level the RST 5 perfectly manages the balance between high aggression and prevention of wheel spin, providing the driver with a feeling of reliability and outstanding performance.



REAR AXLE COMPOUND PRECISE MODULATION AND RELEASE CHARACTERISTICS CHARACTERISTICS



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SCHERER

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APPLICATION RANGE

Especially for race cars with high aerodynamic downforce level - with a wide brake balance range.

DESCRIPTION

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Specifically developed for rear axle applications. The compounds are compatible, providing benefits in terms of vehicle stability during the turn-in stage and unloading the front axle regarding pad wear.



ALLROUND RACING BRAKE PADS



RS 14	RS 34	RS 36	RS 42	RS 44
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The available specifications can be found in the product search on our website: www.pagidracing.com. PAGID Racing RS compounds are developed to comply with the latest requirements in racing and meet or surpass all current ecological standards of the automotive industry.



FRICTION vs. TEMPERATURE RS





MEDIUM HIGH FRICTION COEFFICIENT

GOOD INITIAL BITE

VERY GOOD MODULATION AND CONTROLLABILITY

LOW WEAR RATE AND FADE RESISTANT UP TO 700°C



APPLICATION RANGE

GT cars, Touring cars for club racing and track days.

ANCEL

DESCRIPTION

RS 14 features good allround characteristics for many applications. It is a low metallic resin bonded material containing steel and aramid fibers.





Formula cars and single seaters with cast iron brake discs.

DESCRIPTION

RS 34 is a compound specifically developed for formula cars and single seaters with a considerable level of aerodynamic downforce. Its high friction level and optimized shape of friction curve contribute to an excellent controllability with a contained pad wear, which both remain consistent characteristics.







MEDIUM RANGE OF FRICTION LEVEL

OPTIMIZED CONTROLLABILITY AND MODULATION CHARACTERISTICS

CONTAINED PAD WEAR





APPLICATION RANGE

Formula cars and single seaters with cast iron brake discs.

DESCRIPTION

RS 36 is a compound specifically developed for formula cars and single seaters with a considerable level of aerodynamic downforce. The characteristic shape of its friction curve contributes to modulation, while protecting the disc.









Classic rally pad and also very popular in small formula and Touring cars.

DESCRIPTION

RS 42 is a low metallic resin bonded material containing steel and aramid fibers. The characteristics make this material appropriate for small formula cars.







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APAGID

APPLICATION RANGE

Very good rear axle pad for all front engine cars. Very popular club racing compound.

DESCRIPTION

RS 44 works for formula cars all the way up to lighter passenger cars. It is a low metallic resin bonded material containing steel and aramid fibers. The smooth progression of friction from cold to hot makes this material easy to work with.



RACING BRAKE PADS FOR CERAMIC COMPOSITE DISCS



AVAILABLE RSC RACING BRAKE PAD COMPOUNDS

RSC 1	RSC 2	RSC 3
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Amazing track day and club sport material for a wide application range of performance cars.

The available specifications can be found in the product search on our website: www.pagidracing.com. PAGID Racing RSC compounds are developed to comply with the latest requirements in ceramic composite brake disc technology and meet or surpass all current ecological standards in the automotive industry.

FRICTION vs. TEMPERATURE RSC













Race and track day compound for all known types of ceramic brake discs.

BB RS 3091

DESCRIPTION

RSC 1 is a low metallic resin bonded material containing steel and aramid fibers. This material features good all-round characteristics and is suitable for all types of usage.







Special race compound for ceramic discs with a high content of fibers in the friction surface for sprint and endurance circuit racing.

DESCRIPTION

RSC 2 is a low metallic resin bonded material containing steel and aramid fibers. This material is specifically developed for above mentioned applications.









Special race compound for ceramic discs with low content of fibers in the friction surface for sprint and endurance circuit racing.

DESCRIPTION

RSC 3 is a low metallic resin bonded material containing steel fibers. This material is specifically developed for above mentioned applications.



RACING BRAKE PADS FOR HISTORIC CARS



AVAILABLE RSH RACING BRAKE PAD COMPOUNDS

The available specifications can be found in the product search on our website: www.pagidracing.com. PAGID Racing RSH compounds are developed to comply with the latest requirements in historic racing and meet or surpass all current ecological standards of the automotive industry. Available model years in the extensive application range starts in the late 50s and goes up to the 90s.

FRICTION vs. TEMPERATURE RSH 0,60 _ **COEFFICIENT OF FRICTION** 0,55 0,50 -RSH 3 0,45 RSH 29E 0,40 RSH 42 0.30 100°C 200°C 300°C 400°C 500°C 700°C 600°C





HIGH FRICTION COEFFICIENT

LOW THERMAL CONDUCTIVITY

FADE RESISTANT UP TO 800°C

CONSISTENTLY FIRM PEDAL AT ALL TEMPERATURES



APPLICATION RANGE

Useable for Rally, GT and Touring cars for circuit racing and also for club racing.

PORSCHE - KREME

Jugermeiner

DESCRIPTION

The RSH 3 is an organic compound optimized for sprint races with historic cars. Due to the perfect combination of the main characteristics we can offer a wide application range. It captivates with its high initial bite and excellent modulation and release characteristics.







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Typical purposes are GT and Touring cars in endurance races. Due to its friction level you can also use it in sprint races as well.

DESCRIPTION

The RSH 29E is excellent for endurance racing with historic cars. It convinces with its long pad and disc life and requires less pedal effort during the race. A further advantage is the constant friction level over a wide range of temperatures.





LOW TO MEDIUM FRICTION COEFFICIENT

GOOD COLD FRICTION

IMMEDIATE LOW TEMPERATURE RESPONSE





APPLICATION RANGE

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An excellent classic rally pad which is also very popular in small formula cars.

DESCRIPTION

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The characteristics of RSH 42 make this material appropriate for small formula cars. Furthermore, you can use it as rear axle compound in combination with the RSH 29E on the front axle.

RTI

Jebring